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YUGOSLAV TORPEDO FACTORY AND OTHER MILITARY INSTALLATIONS

A. Torpedo Factory in Rijeka, 31 March 1949

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1. Construction, January 1946-June 1948

Between January 1946 and June 1948, the torpedoes which had been in storage since the end of the war were completed. There are about 300 torpedoes, most of them aerial.

In September or October 1948, the construction was begun on 100 torpedoes. To date, 100 heads and 100 tails (two per torpedo) 450 millimeters in diameter and 20 heads and 20 tails 540 millimeters in diameter have been constructed. At present 80 heads and tails 540 millimeters in diameter are under construction. Gyroscopes, motors, and all other parts except air flasks are also under construction. Some air flasks have been in storage since the war.

Specifications of the torpedoes are: range about 12,000 meters, effective range about 3,000 to 4,000 meters, speed 43 knots (approximate).

Planned production: one torpedo per day, as compared with 6 to 7 before the war. However, the planned production will not be attained because of the increasing shortage of skilled workers.

In January 1949 three torpedoes were completed. They are still at the factory. These torpedoes consist of five parts connected by a central axis with some type of internal device. The torpedoes themselves are not a new type; they are cheap models to be used during aircraft maneuvers.

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2. Destination

The 300 torpedoes that have been finished are supposed to have been sent to Dalmatia. It is not known whether they were sent to an air or naval base.

3. Stores

About 500 air flasks, including 200 of the aerial type, have been in storage at the Torpedo Factory since the end of the war.

4. Plans

About 4 months ago studies were begun on radio-guided torpedoes. This research probably started where the Italian studies left off. The research was done, unaided, by a radiotechnician named Desepi, who was under the supervision of a Croatian engineer whose name is not known.

5. Miscellaneous

No research or construction of reaction torpedoes is in progress.

No research, construction, or repair of mines is going on, and there are none in storage.

No pocket or pig submarines are in production.

No research or construction on radio-controlled bombs is in progress.

6. Junkers Engines

There are about 200 Junkers engines at the torpedo factory. Apparently the modifications for their use in MAS has been completed. Tests of these engines have been made in MAS at the factory.

Former Chief Technician Cuccera is technical director of the Torpedo Factory.

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B. Installations at Zeleznik

The industrial complex at Zeleznik is equipped for the production of all types of railroad materiel. The installations began to produce spare parts for automatic weapons and armored cars only a year ago. The complex has probably now returned to producing its original products.

No Soviet personnel direct or supervise these installations at present.

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Production is for domestic use exclusively. 30 to 40 percent of the parts for standard farm tractors, and from 3,000 to 5,000 guns, gun carriages, and barrels for automatic arms have probably been produced and forwarded to Urice for assembly and installation.

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C. Installations at Rakovica

The engine factory at Rakovica has intensified the production of engines in the last months. It now produces Saurer diesel engines under a German patent, as well as Italian Fiat trucks. It is estimated to have produced a total of 600 to 700 for Yugoslav use.

The factories, which now employ 1,500 technical employees and workers, produce engines for low-powered aircraft copied from foreign prototypes, such as the Continental C-75, Cyrus Minor II, Mathis G-7, and the German Argus As-10C.

D. Installations at Visegrad

The installations at Visegrad now produce Soviet-type, small-caliber aerial bombs. Last December, 12 Czechoslovak technicians were employed there, and are still there, directing production. A certain Dr Hlavaty, a technician with Skoda before the Nazi Occupation, was also there.

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